VFR TERMINAL AREA CHART
PHILADELPHIA

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For information refer to the Chart User's Guide.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Entire area of this chart is within the Eastern Standard Time Zone +5 (+4 DT)=UTC

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.
Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12 5

AIRPORTS

Other than hard-surfaced runways
Seaplane Base
Hard-surfaced runways 1500 ft. or greater
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private *(Pvt)* - Non-public use having landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
Heliport Selected
Unverified
Abandoned - paved having landmark value, 3000 ft. or greater
Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

FSS — NO SVFR — FAR 91
NAME (NAM) (PNAM) — Location Identifier — ICAO Location shown outside contiguous U.S.
CT - 118.3 • ATIS 123.8 — 269 L 72 122.85 — RP 23, 34 — VFR Advy 125.0 — UNICOM — AOE - Airport of Entry

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use). • RP Special conditions exist - see Supplement.

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
• - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
(C) - Follows the Common Traffic Advisory Frequency (CTAF)
(W) - Weather Camera
ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AFIS)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet.
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215(MA).)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
CLASS E — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways and RNAV Q Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132 — V 69 — 169 — Total mileage between NAVAIDs on direct Airways.
T 319 — TK 313 — (Helicopter Only) — RNAV Waypoint
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA) *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
National Defense Airspace
Temporary Flight Restriction Area
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215(MA).)
National Security Area
TRSA - Terminal Radar Service Area
MTR - Military Training Route
IR213 — IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — OAKDALE — 362* 256▲ OAK
123.6 — HOMER HOM
123.6 — MIAMI — 122.1R — FSS radio providing voice communication

Underline indicates no voice on frequency.
/G/ - Crosshatch indicates Shutdown status.
* - Operates less than continuous or On-Request.
A - ASOS/AWOS
W - Weather Camera
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC
VOR-DME — DME — Other facilities, i.e., FSS Outlet, ROD, etc.
Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

(may be lit or unlit)
1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (above 199 ft AGL in urban area)
Group Obstruction
Wind Turbine
Wind Turbine Farm
(2894 UC)
Elevation of the top above mean sea level
Height above ground— Under construction or reported; position and elevation unverified
2049 (1149) UC
NOTICE: Guy wires may extend outward from structures.
Obstruction with high-intensity lights; may operate part-time

MISCELLANEOUS

STADIUM
Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Space Launch Activity Area
A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
Marine Light
Isogonic Line 2025 VALUE
VPXYZ — VFR Waypoints
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Mountain Pass
Aerial Cable
Lookout Tower
618 (Elevation Base of Tower)
11523 (Elevation of Pass)
Point symbol does not indicate a recommended route or direction of flight and does not indicate adequate clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

PHILADELPHIA TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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CONTROL TOWER FREQUENCIES ON PHILADELPHIA TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
NOPAR indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ATLANTIC CITY INTL	CONTINUOUS	120.3 239.0	121.9 284.4	125.725 316.15	ASR
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST)	CONTINUOUS	118.65 255.6	121.8 275.8	110.6 270.1	PAR
NEW CASTLE	0630-2300	126.0 332.05	121.7 275.8	123.95	
NORTHEAST PHILADELPHIA	0600-2300	126.9 239.8	121.7	121.15	
PHILADELPHIA INTL	CONTINUOUS	118.5 (RWYS 09L/27R, 17/35 & 06/24) 135.1 (RWY 09R/27L) 327.05	121.9 348.6	133.4 (ARR) 135.925 (DEP)	
READING RGNL/CARL A SPAATZ FLD	0600-2400	119.9 288.3	121.9	127.1	
TRENTON MERCER	0600-2200	120.7 257.8	121.9 257.8	126.775	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES		SERVICE AVAILABILITY
PHILADELPHIA CLASS B	128.4	272.575 (N 6500-7500) 273.575 (N-NE 6500-7500)	CONTINUOUS
	123.8	(NE 6500 & BELOW)	
	124.35	319.15 (NE RWY 09 ACTIVE 10,000 & BELOW)	
	119.75	269.25 (E RWY 09 ACTIVE 5000 & BELOW)	
	119.75	269.25 (SE RWY 27 ACTIVE 8000-10,000)	
	133.875	(SE RWY 27 5000-7500)	
	127.35	317.55 (SE-SW 5000 & BELOW)	
	119.75	269.25 (S-SW RWY 27 8500-10,000)	
	118.35	323.1 (SW 6000 & BELOW)	
	124.35	(W RWY 27 ACTIVE 10,000 & BELOW)	
	128.4	272.575 273.575 (W RWY 09 ACTIVE 8000 & BELOW)	
	124.35	319.15 (W RWY 09 ACTIVE 8500-10,000)	
	124.35	319.15 (NW 8000-10,000)	
	133.875	(090°-269° 8000-6000)	
	133.875	317.55 (6000-8000)	
	126.85	263.125 (5500 & BELOW) 317.55 (RWY 27 5500-7500)	
ATLANTIC CITY CLASS C	124.6	327.125 (130°-309°)	CONTINUOUS
	124.35	292.2 (310°-129°)	
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST)	126.475 363.8		CONTINUOUS

SPECIAL USE AIRSPACE ON PHILADELPHIA TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" on altitude means "To and including." FL = Flight Level
NO A/G = No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM = Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-5001 A	TO 4000	0600-2330 1st WED IN ADVANCE	MC GUIRE APP	126.475 363.8
R-5001 B	4000 TO 8000	1st FRI TO 1st SUN 1st WED IN ADVANCE	MC GUIRE APP	126.475 363.8
A-220	TO 4500	0800-2200	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

CTC PHILADELPHIA APP ON / 124.35 319.15 (8000-10,000) / ZNY ON 135.45 (ABOVE 10,000)

CTC PHILADELPHIA APP ON / 128.4 272.575 273.575 RWY 09 (8000 & BELOW) / ZNY ON 135.45 (ABOVE 10,000)

CTC PHILADELPHIA APP ON / 118.35 325.1 (6000 & BELOW) / 119.75 269.25 RWY 27 (8500-10,000)

CTC PHILADELPHIA APP ON / 124.35 319.15 RWY 09 (8500-10,000) / 128.4 272.575 273.575 RWY 09 (8000 & BELOW) / ZNY ON 135.45 (ABOVE 10,000)

CTC PHILADELPHIA APP ON / 123.8 272.575 (6500-7500) 133.875 317.55 (6000-8000) 126.85 263.125 (5500 & BELOW) 317.55 RWY 27 (5500-7500)

CTC PHILADELPHIA APP ON / 273.575 (6500-7500) 123.8 (6500 & BELOW) 124.35 319.15 (7000-10,000) 291.7 RWY-27 (5000 & BELOW)

CTC PHILADELPHIA APP ON / 120.7 • 118 ATIS 126.775 273 °L 60 122.95

CTC PHILADELPHIA APP ON / 133.875 317.55 (6000-8000) 126.85 263.125 (5500 & BELOW) 317.55 RWY 27 (5500-7500)

CTC PHILADELPHIA APP ON / 133.875 317.55 (6000-8000) 126.85 263.125 (5500 & BELOW) 317.55 RWY 27 (5500-7500)

CTC ATLANTIC CITY APP WITHIN 20 NM ON 134.25 292.2

CTC ATLANTIC CITY APP WITHIN 20 NM ON 124.8 327.125

NOTICE
Special awareness training required within 60 NM of DCA VOR-DME. See description.

Special Awareness Training for the Washington DC Metropolitan Area
14 CFR Part 91, Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of DCA VOR-DME to complete the "Washington DC Special Flight Rules Area (SFRA)" training. This training has been developed and provided by the FAA on its www.FAASafety.gov website.
See NOTAMs.

ALL VFR DEPARTURES FROM PHILADELPHIA INTERNATIONAL SHOULD USE THE FREQUENCIES IN THE FOLLOWING ORDER:

1. ATIS 135.925
2. CLEARANCE DELIVERY 118.85
3. GROUND CONTROL 121.9
4. LOCAL CONTROL 118.5 135.1

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

For weather camera information visit https://weathercams.faa.gov

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

PHILADELPHIA

PHILADELPHIA CLASS B AIRSPACE

See back of this chart for procedural information within the Philadelphia Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

. . . . . Boundary of Agency Areas

PHILADELPHIA CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Philadelphia Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.